

ITRCC Minutes
December 18, 2006

Division of Traffic Safety: Sandy Klein, Gene Brenning, Mehdi Nassirpour, John Werthwein, Joyce Schroeder, Karen Magee, Lori Midden, Mary Ann Paulis, Jessica Baker, Susan Fitzpatrick, Michael Handley

IDOT: Roseanne Nance, Priscilla Tobias, Brooke Harmony, Mark Kinkade, Mike Cordum, Jim Garceau, John Webber, Peggy Westerfield

FHWA: John Paul Kohler, Norm Stoner, Greg Piland

NHTSA: Donna Smith

IDPH: Evelyn Lyons

SOS: Mike Steiner, Kris Minor

EMSC: Dan Leonard

UIS: James Hall

Peoria Police Department: Elizabeth Buck

ISTHA: Jeff Hochmuth. Zubari Ghafoor

Mehdi opened the afternoon session of the ITRCC with review and approval of the minutes. Dick Paddock, consultant from NHTSA, presented an informative review of the 408 grant process. Powerpoint presentation attached.

Based on our discussion from last meeting, we agreed to come up with ideas on the marketing plan for MCR as well as other information processing. John and Michael Handley put together a plan. John presented a draft of the plan (copy attached).

John gave credit to the group who collaborated on the plan to get to 70 percent electronic entry of crash reports into CIS by end of calendar year 2007. This goal was set by Mike Stout and Secretary Martin. Real effort is about making data available quicker. This is a subset of that effort. An overall plan is being developed—this is a just a part.

Two ways to accomplish getting data in faster electronically, one is to get more people using MCR system and the other is to have people submit records electronically through XML. John Webber inquired about where we are now? Michael Handley reported that approximately 12 percent of the reports are reported electronically.

Initiatives being set up and the LELs are required to contact local police agencies encourage them to submit crash data electronically through MCR. Focus is on the top 92 agencies. There will be personal contacts by law enforcement liaisons. We will develop a plain language brochure for the lay person—how system works with a second brochure for the technical people. LELs will distribute these to law enforcement agencies statewide.

Incentives – Michael Handley stated that printers need to be in squad cars—suggested grant program to purchase these for cars with the conditions the agency must implement MCR in exchange for the printer—draft of grant enclosed. Webber explained that the City of Chicago PD's main concern is finding a place to put the printer in the car. John and Michael explained that the state police have found the printers fit in the arm rest.

John explained that the main objective of the grant is to promote the use of MCR so that the quicker turnaround with receipt of data will help eliminate timeliness problems. We are 9 months behind inputting information in system. This is one way to get information faster electronically. As per the goal set by Mike Stout and Tim Martin, we are starting with agencies that file 1000 or more crashes a year. Michael Handley disagrees and feels that we need to use all agencies in the state. There is an internal disagreement about who should we contact first in order to reach the goal of 70 percent electronic reporting. Therefore ITRCC has asked to help with this problem. Donna Smith asked if law enforcement on the ITRCC committee had looked at this issue. Priscilla Tobias asked if using smaller agencies to promote the use of MCR would help spread the news of printers/electronic data capture. Handley agrees that smaller agencies would be good marketers. Greg Piland suggested asking large agencies should be contacted first, if they decline, go down the list. We need as many people using as soon as possible. Gene Brenning suggested keeping on the target, see if it works and put together a smaller interested list and contact after we try. Brenning will put this question on the agenda for the next LEL meeting to contact local police agencies. Grantees must commit to using MCR and put together a plan for ultimately 100% electronic submission in 2 years.

There is a 2nd possible grant is to develop a program using XML program—draft included. Some agencies have existing program just need our help in outputting database electronically. Through this grant we will provide money for conversion. Question came up if a vendor has a software program that would convert the program, can we use grant money to buy that instead of programming it for them. Again, this is limited to agencies that file 1000 or more reports.

Mehdi ask about the cost of the module from the vendor. MCR staff maintains a list of those agencies that do or do not submit data and will be contacting those who do not. We will be keeping status sheets on the 92 agencies and their problems, etc.

IL Training Standards Board will be integrating MCR into their training. ISP already has this as standard training. We are tracking reports on MCR and XML as well. CIS data will be available in 2004-05 Crash Facts that will be published early January.

Greg asked if 2004 and 2005 crash data has all locations. Jim Garceau responded that 2004 located all Traffic Safety routes and 2005 located all roads for code-able crashes. Greg asked if there is any new location data included in the 2005 Crash Facts. Joyce and Mary Ann responded that in the 2005 Crash Facts report, 2005 data is going to be same as the Crash Facts report from the previous years.

Moving ahead to the 70 percent goal for electronic entry, Michael explained we are at 12 percent because of high-volume crash agencies such as Rockford and Joliet are just getting started. As they become acclimated to the system this will bring it up to 15 percent. In discussions with Chicago PD, Jim Garceau is working on XML and Michael Handley is working on MCR. One or both will start with training in early January which will bump the numbers up to 40 percent rather quickly.

Mike Cordum gave an update on the Safety Datamart project—handout included. Vision statement of the safety data mart is to give business users to have easy direct access to information. They have been through many meeting with TS and safety engineers to develop program. Data information tool is not 100 percent as yet but almost. Today we

are putting together documentation and training. Had a slight problem last week with pulling together GAI and CIS data--the hardware couldn't process all the information. Microsoft told us that our hardware could not possibly process data. HP gave us an evaluation server that processed it in about 6 hours. Peggy Westerfield plus others are reviewing data for accuracy.

They are in the process of getting rid of hardware issues. Two servers are on order for delivery in the next 2 months. We are running the 1999-present crash data to run system testing with Mary Ann Paulis's group and we are fixing errors. Once we have GAI and CIS usable we will be holding user acceptance testing before final implementation.

Few features of the Safety Datamart – SharePoint site--We are able to look at multiple data element from across the years. Crashes are pushed out to a map and we can see where they are. Interactive reports are now available.

Tobias asked if the server is delivered in six week, when can we expect the program to roll out. He is hoping no more than 2-3 weeks beyond to have it configured. Mark has told CMS that this is a high priority.

Peggy Westerfield gave a presentation of the Safety Datamart. Priscilla Tobias asked if you can adjust baseline to 5 years to match the safety engineering. Peggy explained that for demo purposes they only have 3 years. But will be able to adjust—matter of adding two more years of data.

Elizabeth Buck explained that as a user, she has to double enter reports, on this system can you break this down by city instead of county. Also by top 25 crash intersections? Peggy assured her they will be able to breakdown data that way. In terms of press questions can this system be able to answer queries such as pedestrian incidents? Peggy explained that this is an internal document so far but will be able to be flexible as to reports and able to answer questions.

Mike answered an earlier question involving the map technology -- the map is straight out of the box NAVTEC.

No decision has been made yet as to whether the roll out plan is to use DOT only at first. Need to fine tune the locations. Additional location data are being worked on. Is this database accessible to other entities outside of DOT? BIP and Mary Ann will be working on a plan to make data available. Can outside entities be able to cross check data for instance the tollway? Can the crash data processed through MCR or through paper be accessed to cross check the local data? Peggy responded yes and said that this can be addressed offline.

Human Factors -Sandy Klein reported that crash data is ready and will be printed. GIS system is being automated, restraint and impaired driving. Crash information unit is sending out reminder letters to agencies for information. Sheri Akers suggested checking the mailing list to make sure that ISP mailing list is up to date.

The committee will be writing an article for the II Municipal League's Newsletter as well as the DTS CAUTION! Magazine concerning the low fatalities rates for 2006. Kim Craig and John Werthwein will be working together to make the website more user friendly.

The new fact sheets created by Evelyn Lyons were distributed.

BAC levels from trauma unit will be available soon.

Cell phone and drowsy driving will be addressed in the surveys.

ISP suggested that we get involved in the new AUTOMATION AND TECHNOLOGY COMMITTEE which is created by the Administrative Office of Illinois Courts. Dan Mueller is involved in this project. Dan Mueller from the Administrative Office of Courts is on that committee and we will be in contact with him.

In terms of the crash involvement of young drivers, the sub-committee will have new information when the CODES (data linkage project) data become available.

Priscilla asked if the fact sheets will be posted on the web site? Mehdi reported that after we review the accuracy of the crash statistics, they will be posted on the website.

Safety Engineering—Priscilla reported that her subcommittee met on December 14 in conjunction with another meeting. There were representatives from each of the districts as well as Division of Highways and Engineering. Topics discussed: 5 percent reports were submitted to FHWA in September (used only state-maintained routes)—FHWA has posted these reports on the USDOT website. Next year, with having local location crash reporting data, they will include both local and state routes. We also had a report on the research project that will be conducted by the University of Illinois at Urbana/Champaign to develop safety performance functions (SPF) by classifying roads into similar peers groups (based on their road characteristics) and rank them in terms of their SPF scores. This is ongoing. This project fits into the FHWA pool fund, SafetyAnalyst—Mehdi represents IDOT at the federal level. This is a programmatic look at where you need to be putting efforts in your system.

The following questions/concerns came out of the meeting: What is the Safety Datamart release date? Districts are requesting that full release be done internally and Districts 1, 3 and 5 volunteered to do the testing. Also requested training for the Safety Datamart at the district level.

They are working with state police and SOS on the photo enforcement, we have the oracle data base that is supposed to be up and running—it will track photo citation and adjudications that will feed into the regular citations/adjudications system that state police has.

Mehdi explained that Safety analyst is a program developed by the FHWA trying to help states identify high crash locations and where we need to allocate time, money, etc—very complicated but they are ready to test SafetyAnalyst modules using Illinois data to see what results we will get. Research project through University of Illinois is investigating regional archive data system northeast region-traffic data. They basically help direct efforts in development of constructions by pulling data together.

Information Processing—Mark's group met on October 31 and discussed several items. State police presentation about citation application and when they can proceed and group gave them a go ahead. ISP needs to complete a project charter. Garceau

gave an update on the racial profiling application. By January 1, 2007 there will an updated webpage, recreated small access application updated. He anticipates going live on Wednesday with updated information. They have been through the testing cycle several times. Over weekend tested racial profiling application with new internet 7 to verify use as well as VI 6. It all looks good.

Mark – spent much time on Safety Datamart. Good progress moving ahead.

Data Quality -Mary Ann reported that the Data Quality Subcommittee welcomed two new members, Elizabeth Buck from Peoria and Calvin Stearns from Carbondale. Highlights of the meeting included:

A review/discussion of the revised crash report form (which will be available in January). Not a large distribution until February as agencies use up their old stock. The real estate on the booklet cover and template was reworked to add instructions for proper completion. The additions should help law enforcement to gather more complete and accurate information. Attributes added were: 3rd row seating option and air bag data.

Discussion about having a crash reporting liaison designated in each law enforcement agency. Good pro and con feedback was received from Calvin and Elizabeth. No recommendation to the TRCC at this time.

The sub committee will continue to identify and work on quality issues including how to feedback specific issues to all as well as individual law enforcement agencies. One idea was an electronic dashboard (red, yellow, green) mechanism that would get the attention of the chiefs - Start out with completeness in the required fields, then move on to timeliness and accuracy

Using a “Crash Data Saves Lives” campaign to communicating to law enforcement how important their efforts are. Mary Ann asked attendees to take campaign coffee mugs and pens to convey the message to others.

Hope to have 2006 fatal crash information in (by the end of March) so that it can be confirmed that 2006 had the lowest number of fatalities since 1924.

Mehdi asked when changes will go into effect on the crash form. Mary Ann stated that the changes will go into effect when they are distributed. Karen reiterated that they worked very diligently to make sure codes were correct and not repeated.

Next item—408 Funding. John Werthwein will be spearheading the grant. John has put the information on the intranet as well as e-mailed to each member. Need to Inventory projects occurring in your agency. How do you want to enhance these projects? We need performance goals.

Mehdi reminded you need to focus on timeliness, completeness, accuracy, integration, consistency and accessibility. Need benchmarks. Complete forms that John sent out and return returned them to John by January 31, 2007. Mark asked in terms of Safety Datamart-related IP projects, can we use the 408 fund to maintain and enhance safety Datamart? Mehdi asked Donna to check this with NHTSA and get back to us.

John assumes that ISP will submit citations as a funding request. Greg inquired in terms of maintenance issues regarding MCR, citations, whether state money be put on the table. MCR is an easy project to measure. Others will be more difficult to come up with tangible measurement.

Donna smith stressed that projects must show progress each year to continue 408 funding. Benchmarks must be established. States must show improvement in each area.

Draft must be to NHTSA by May. John will send out a timeline. March 30th is the deadline to send applications to subcommittees to be considered at the April 16 meeting. February meeting will be on the 20th and June will be left open pending development of application.

John asked for feedback on the MCR/XML grant to be submitted in the next few days.

The meeting was adjourned at 3:00PM.